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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Poland	REPORT	25X1
SUBJECT	Pyskowice Marshalling Yard	DATE DISTR.	28 July 1954
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PLACE ACQUIRED		REQUIREMENT NO.	RD
		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. The Pyskowice (Peiskretscham) railroad station located 12 kilometers north of Gliwice (Gleiwitz) is the second largest marshalling station, after the one at Gliwice, in Upper Silesia. The capacity of the Pyskowice marshalling yard amounts to 4,200 wagons daily (approximately 70 freight trains).
2. In 1938 to 1940 the yard was extended by the laying of a group of approximately eight tracks of 540 meters each. The capacity of this group is not included in the figures given in paragraph 1. Further details on this group are not known excepting that it runs eastward into the main track to Gliwice. in Autumn 1953 the transloading station Tarnowice (Tarnowitz) was being considerably developed.
3. The following are the details on the marshalling yard (see sketch).

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25X1Installations

- a. Station building
- b. Freight dispatch
- c. Operational Works (Betriebswerk)
 - Personnel: including locomotive personnel, numbers 250 men.
 - No. of locomotives : approximately 20, mostly of type GTC.
The engine shed with electrically operated turn-table can accommodate approximately 20 locomotives.
 - Repair workshop: at present carries out quick repairs to freight cars. Locomotive repair work is passed to Gliwice for execution.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC						
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(Note: Washington Distribution Indicated By "X"; Field Distribution By "#")

25 YEAR RE-REVIEW

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- d. Coal stacks (Kohlenbansen): Storage capacity not known
- e. Double incline I.
- f. " " II.
- g. " " East.
- h. Paved end ramp (Kopframpe)
- i. Sheds used for storage of equipment for military freight trains (conversion of freight cars for military purposes).
- j. Train dispatch.

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Tracks

Main track 1, 2, 4 and 5.

Splitting-up-lines 3, 4 and four tracks next to the interlocking-machine "Pgb".

Tracks 7, 8, 9, 10, 11, 12, 13 and 14 (length 540 meters) belong to the incoming group (with loads)

Tracks 118, 119, 121, 122 and 123 (length 540 meters) belong to the incoming group (empty).

Tracks 99, 100, 101, 102, 103, 104 and 105 belong to the outgoing group (Opole direction)

18 tracks (540 meters each) for cross-over from up to down line are located between outgoing group (tracks 99 - 105) and the double inclines I and II.

Track 15 is for locomotives.

99 and 118 are by-pass tracks (Umfahrgleise)

Interlocking machines:

The one designated "Pot" is the control interlocking machine (Befehlsstellwerk-station block). The points are mechanically operated. This interlocking-machine serves all in and out-going traffic to Bytom Gliwice, and Opole.

"Por" and "Pgb" interlocking machines (mechanically operated points) serve IN and OUT trips of the incoming group (empty) tracks 118 - 123, as well as the points for shunting operations from double incline East.

"Pkb" interlocking machine (mechanically operated points) is used for incoming trains on tracks 118 - 123, and controls engine trips from engine-sheds in easterly direction.

"Pmt" interlocking machine (mechanically operated points) serves the Out signals from track 1, 4 and 7, also the IN signals from the direction of Opole. It also operates the points to the ramps for the unloading track and for freight dispatch.

"Pl" interlocking machine (electrically operated points) serves the points for marshalling trains over double inclines I and II into the tracks for cross-over from up to down line.

"Pgr" interlocking machine (electrically operated points) operates the points for the transfer of trains from the cross-over tracks from up to down line into the outgoing group, tracks 99 - 105.

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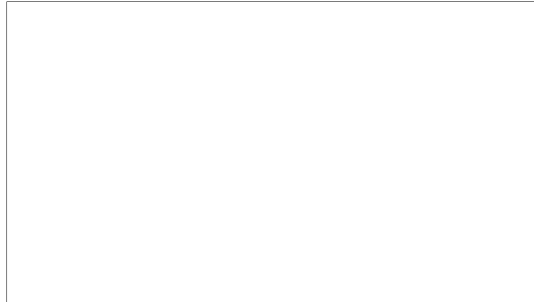
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"Pwt" interlocking machine (mechanically operated points) regulates the departure of trains from the outgoing group in a westerly direction, and incoming trains on track 118.

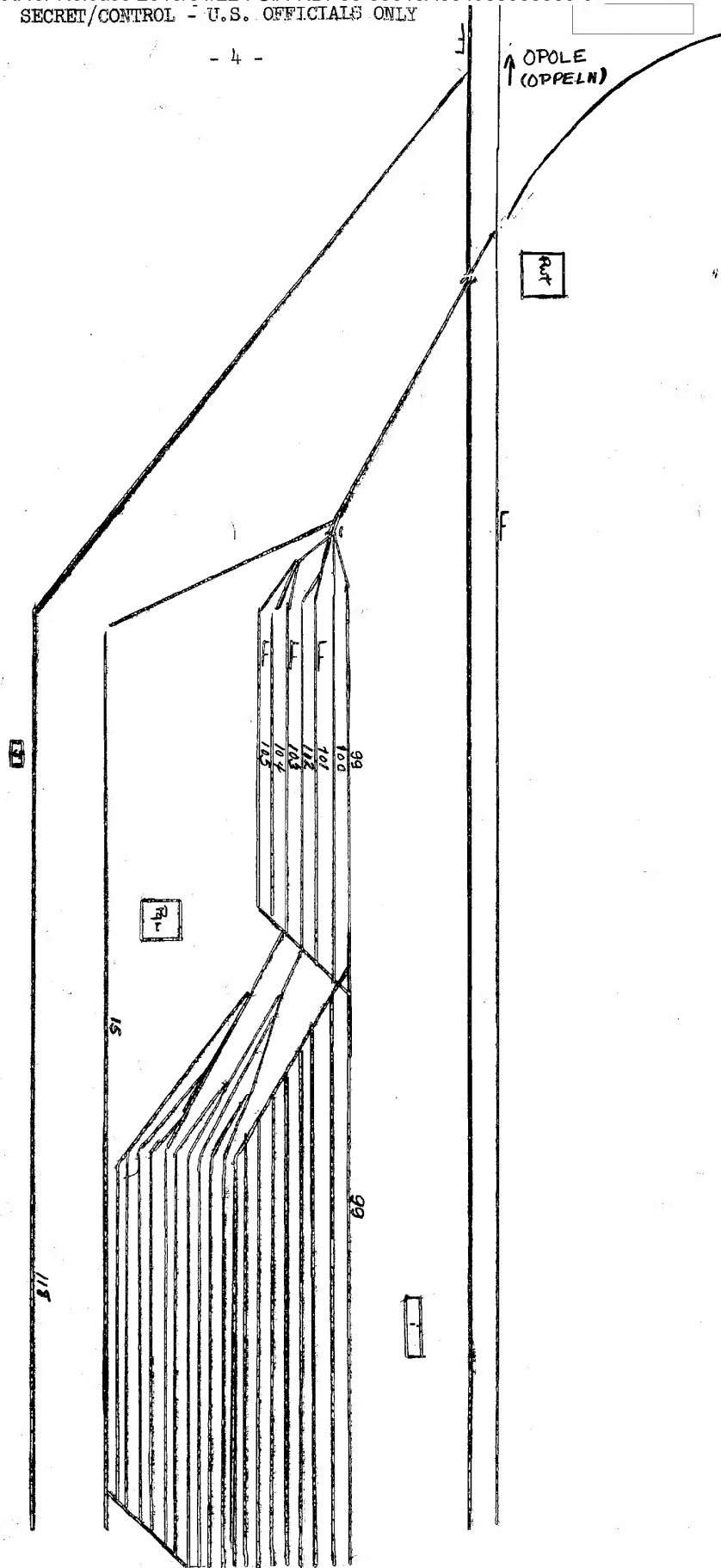


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